

AMENDMENTS TO THE CLAIMS:

Please replace the claims with the claims provided in the listing below wherein status, amendments, additions and cancellations are indicated.

1. - 15. (Cancelled)

16. (Currently amended) An automatic traffic system for automatically powering and guiding individual first vehicles and individual second vehicles, comprising:

individual first vehicles specific to the traffic system, each comprising a plurality of wheels and having at least one first energy take-off and guidance device;

individual second vehicles which may infiltrate and exfiltrate the traffic system, each [[including]] comprising a plurality of wheels, an independent driving system, a driver operable steering control and at least [[one]] one, second energy take-off and guiding device;

a transmission route including a solid substrate forming comprising a plurality of separately arrangeable, guideway elements having solid bearing surfaces surface for respectively accommodating the wheels of the [[individual]] first and second vehicles, said solid substrate including roadway elements which are separately positionable, said transmission route having

intersections, junctions and access points therealong, including entrances and exits via which the individual second vehicles can [[access]] infiltrate and exfiltrate the transmission route;

an energy supplying and guiding system, positioned along at least parts of the transmission route and disposed either one of in or between bearing surfaces, that serves both as an energy supply for powering the first and second vehicles and as a guide for guiding the first and second vehicles, which is disposed between or adjacent to the bearing surfaces for at least providing driving energy, and which can be wherein the energy supplying and guiding system is traversed from above by any of the individual vehicles at least in a region of each of the entrances and exits, and first and second vehicles, even in areas of transmission route entrances, exits, intersections, and junctions; and

each of said first and second [[said]] energy take-off and guiding device being movable into operable connection with devices being movable relative to its corresponding first and second vehicle to move into and out of mechanical contact with the energy supplying and guiding system while accessing the transmission route, and out of the operable range of the energy supplying and guiding system when exited from the transmission route. system, wherein while in said mechanical contact the corresponding first or second vehicle may access energy from and be guided by the energy supplying and guiding system.

17. (Previously presented) An automatic traffic system according to claim 16, wherein the energy supplying and guiding system is disposed on the transmission route and protrudes an insignificant amount above a rolling plane of the vehicle wheels.

18. (Currently amended) An automatic traffic system according to claim 16, wherein ~~the bearing surfaces include a concave cross-sectional shape on a surface portion in which the vehicle wheels are guided. guideway elements are arranged into parallel pairs of driving bridges, each one of said first vehicles and second vehicles travelling in both bridges of said bridge pairs, each bridge having a concave cross-sectional portion accommodating one or more wheels, wherein all contact between the accommodated wheels and the bridges occurs only within the concave cross-sectional portions.~~

19. (Previously presented) An automatic traffic system according to claim 18, wherein the bearing surfaces include raised beads in edge regions thereof present over segments of the transmission route excluding said exits and entrances and any branches and crossings permitting traversal by others.

20. (Previously presented) An automatic traffic system according to claim 19, wherein outer ones of the raised beads are higher than inner ones of said raised beads.

21. (Previously presented) An automatic traffic system according to claim 19, wherein inner surfaces of the raised beads adjoining an outside of the vehicle wheels are provided with a sound-absorbing covering.

22. (Previously presented) An automatic traffic system according to claim 16, wherein an underside of at least one of the individual vehicles is provided with a sound-absorbing covering.

23. (Previously presented) An automatic traffic system according to claim 22, wherein said underside includes at least one wheel well.

24. (Previously presented) An automatic traffic system according to claim 18, wherein an underside of at least one of the individual vehicles is provided with a sound-absorbing covering.

25. (Previously presented) An automatic traffic system according to claim 24, wherein said underside includes a wheel well.

26. (Previously presented) An automatic traffic system according to claim 16, wherein the bearing surfaces are provided with a wear resistant covering.

27. (Currently amended) An automatic traffic system according to claim 26, comprising:

individual vehicles, each including an independent driving system, a driver operable steering control and at least one energy take-off and guiding device;

a transmission route including a solid substrate forming bearing surfaces for respectively accommodating wheels of the individual vehicles, said solid substrate including roadway elements which are separately positionable, said transmission route having access points therealong, including entrances and exits via which the individual vehicles can access the transmission routes, said bearing surface provided with a wherein said wear resistant covering that is exchangeable;

an energy supplying and guiding system which is disposed between or adjacent to the bearing surfaces for at least providing driving energy, and which can be traversed above by any of the individual vehicles at least in a region of each of the entrances and exits; and

said energy take-off and guiding device being movable into operable connection with the energy supplying and guiding system while accessing the

transmission route, and out of the operable range of the energy supplying and guiding system when exited from the transmission route.

28. (Previously presented) An automatic traffic system according to claim 16, further comprising cross ties resting on supports, said transmission route being mounted on said cross ties.

29. (Currently amended) An automatic traffic system according to claim [[1,]] 16, wherein control signals for the individual vehicles are transmittable over the energy supplying and guiding system.

30. (Previously presented) An automatic traffic system according to claim 16, wherein communication and information signals are transmittable over the energy supplying and guiding system.

31. (Previously presented) An automatic traffic system according to claim 16, wherein the individual vehicles travel in convoys closely behind one another while traveling in the transmission route.

32. (Previously presented) An automatic traffic system according to claim 16, further comprising a system for controlling a particular interval between the individual vehicles while traveling in the transmission route.

33. (Previously presented) An automatic traffic system according to claim 31, further comprising goods containers which are disposable between two of said individual vehicles to form a goods-transporting convoy.

34. (Previously presented) An automatic traffic system according to claim 32, further comprising goods containers which are disposable between two of said individual vehicles to form a goods-transporting convoy.

35. (New) An automatic traffic system according to claim 16, wherein said bearing surface is provided with a wear resistant covering that is exchangeable.